

26 NOV 1975

MEMORANDUM FOR THE RECORD

SUBJECT: Official Opposition to Proposed Metro Route Changes in
Northern Virginia

1. The undersigned attended the November 24, 1975 hearing conducted by the Washington Metropolitan Area Transit Authority and the Northern Virginia Transportation Commission (NVTC) at George Mason High School. The hearing was chaired by Mr. Joseph Alexander and was an open hearing to hear citizens' statements in reference to the proposed changes. The undersigned, after identifying himself as representative of the CIA, made the following statement:

"I am here primarily to oppose the proposed reduction of Routes 5 and 25 Chain Bridge Road service as outlined on page 22 of Public Hearing Notice #46. As a prelude to my opposition, I would like to state what action has been taken by CIA to reduce energy consumption in the last 2 years. We have reduced lighting, heating, and air conditioning levels, and we have reduced automobile traffic to the CIA compound by encouraging carpooling. We have established over 500 parking spaces to accommodate three or more carpool riders. As a result, we now have over 300 vacant parking spaces we did not have before.

The action which the NVTC proposes will, if passed, have the affect of eliminating all means of direct public transportation for individuals who live in the George Mason University and Fairfax City areas and work in the CIA Headquarters Building located in Langley, Virginia. The situation is not so critical for those individuals who live in Oakton and Vienna; however, the alternatives for these individuals appear undesirable from our standpoint and may impact heavily on the riders of other buses who do not work at CIA.

Those individuals who currently catch the 25K bus at points between Oakton and CIA which now arrive at CIA at 8:16 have two alternatives:

- a. Catch the 25W bus which runs 30 minutes earlier, or
- b. Catch the 5C bus which runs 25 minutes later.

Please note that the second alternative is not opened to residents of Oakton.

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The situation is somewhat more complicated for individuals coming from the George Mason University and Fairfax City areas. The only alternative opened to these people is to catch the same bus they are currently using and transferring to a 5C bus enroute. This will increase their traveling time by 25 minutes and deliver them to work late. In addition, there is always the possibility of missing a connection when the buses are running off schedule. In every case, there is the risk of dangerously overcrowding the 5C and 25W routes.

There are also three 5K buses running in the opposite direction which serve CIA during the morning rush hour. An actual passenger count taken during the last 2 weeks indicates that an average of 40 people either get on or off the four 5K and 25K buses at CIA during the morning rush hour. If the proposed route changes are implemented, some of these individuals will be forced to suffer a 1-hour delay and most others will experience a 1/2-hour delay.

The situation for our employees is similar in the evening with one drastic exception. These individuals who currently catch a 25K bus at 5:25 or 6:00 to the Fairfax City and George Mason University areas will have absolutely no alternative. There are no other buses that serve those areas.

In addition to residents of Fairfax County, there are several individuals who travel between CIA and Washington, D.C. in the evening. There are frequently 45 or more people involved in this instance who will have to suffer approximately 30-minute delays.

Effectively the proposed changes would reduce bus service transiting the CIA compound going to Washington during the hours of 7:00 a.m. and 7:00 p.m. by 42 percent and to Virginia during the same period by 44 percent.

Proposed route changes would involve employees walking approximately 1/2 mile to heavy-traveled Route 123 to catch this service. This would be extremely hazardous.

Several of our employees ride to work in carpools and utilize the bus service to get home in the evening. This results in a slightly heavier passenger count during the evening rush hour.

Finally, well over 100 people will suffer from the proposed change each day. On one day during the last 2 weeks, the passenger count was 178.

On the basis of my statement, we strongly oppose any action that would change the existing route structure."

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2. At the conclusion of the statement, a member of the NVTa, not identified, asked if the CIA had considered the construction of bus shelters on Route 123. The undersigned responded by stating that approximately \$8 million had been appropriated from public funds for the extension of the George Washington Parkway to provide transportation arteries to CIA and that bus companies had used CIA to justify using the Parkway to provide this service, and now we find ourselves being denied this service. We feel that the construction of bus shelters at Route 123 would be costly and, from the safety point, hazardous to our employees.



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Chief
Logistics Services Division, OL

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